

AGGRESSIVE MEASURES AGAINST PIRATES OF HIGH SEAS OUTLINED

Country Solid Behind the President, Prepared To Pour Gold and Supplies Into Coffers of Entente While Sending Ships and Men If they Are Needed To Crush Military Power of the Kaiser and His Allies

(Special to The Advertiser by Pacific Commercial Cable.)
WASHINGTON, March 24 — The government of the United States has no idea of stopping with the mere arming of merchant craft as a protection against the attacks of the German submarine pirates, but is even now planning aggressive action that will bring this country into the war as the active military and naval, if not the political ally of the Entente.

That such is the definite plan which will be submitted to congress as soon as the special session, which is called for April 2, convenes was admitted by administration officials close to the White House yesterday, following a lengthy session of the cabinet, at which it was confessed, the chief topic of discussion was the present international crisis and the coming of open war with Germany.

The feeling of the entire country appears to be backing up the President in his present determined stand against a continuation of the inhuman outrages which the Teutonic pirates have been committing on the high seas against unarmed and unwarned American craft. From East and West, from North and South come declarations of willingness to support Mr. Wilson and his administration in any steps that he may deem proper to take, and there is little doubt that congress will be amenable to the wishes of the President and grant him what he wants without delay or hesitancy.

It was announced semi-officially last night that the government is attempting to provide for every possible emergency, and at the cabinet meeting yesterday many of the more important phases of the situation were taken up, and it was decided that aggressive action — which means war with the Kaiser — is the only thing that remains for this country to do in view of the recent developments.

There was some suggestion that the government be satisfied for the present at least, with the complete arming of American merchant craft with guns from the navy yards, manned by gunners of the navy, but it was pointed out that this itself is not enough and the acts of war which Germany has committed have been so flagrant and brutal, nothing remains but for the United States to regard them as deliberate efforts on the part of the Kaiser's government and to act accordingly.

It was asserted that, as yet, there is no talk of a political alliance with the Entente Allies, and that this question had not been discussed at the cabinet meeting. It was however admitted, that the question of immediate naval and military cooperation with the Entente has been practically decided upon. This is however a matter which will be left for the future, the administration in the mean time bending every effort toward getting ready for the clash as soon as possible.

It is certain that there will be no stinting of money or supplies for the Entente or the American naval and army forces. Congressional leaders who are still in Washington, have intimated to the administration officials that there will be no question of money or support, and it is expected that enormous credits will be voted by the congressmen for the use of the Entente in meeting the German menace.

The army and navy are to be put in shape for contingencies as speedily as possible and reinforcements will be sent to Europe if they are needed. Such at least is the belief in official circles here, but it was admitted that the question of sending troops to Europe to meet the Germans would be one that the future must decide, and one with which the government is not at this time concerning itself.

It is concerning itself however, with the question of guarding the army posts, coast-wise ports, forts and other government property from possible internal attack by spies and secret agents of Germany.

Plans for utilizing the national guard are said to be all inclusive, and the government is making arrangements with great industrial concerns in this country, which are taken to indicate widespread operations when once Uncle Sam gets down to the grim business of actual warfare with the Germans.

Every navy yard on the coast of the Atlantic and Pacific and the Mexican Gulf, with the sole exception of the station at Key West has been put into instant touch with the navy department and arrangements have been completed for extending this service telegraphic and telephonic, over the remainder of the country.

President Wilson's coming address to the extraordinary session of Congress was discussed at the cabinet meeting in a tentative form. While the exact nature of the address will be determined by developments between now and April 2, the address is expected to be of a specific character and probably will outline steps congress should take to meet the warlike operations of the German submarines.

Administration officials realize that during the period of waiting there is being made by Germany a sustained effort to place the responsibility for war on the United States.

The hint of an offer of mediation from a European neutral is regarded as added evidence of the movement by Germany to hold the United States to blame, but the President and his advisers are determined that if actual war comes it shall be clear to the world that it has not been a war of the United States' choosing.

RAILROADS ASKING INCREASED RATES

Figures Set At An Average of Twelve and One-Half Per Cent For the Country

(Associated Press by Federal Wireless.)
WASHINGTON, March 24 — Several of the large railroads yesterday filed a petition with the interstate commerce commission asking that they be permitted to increase rates generally, except on coal, coke and ore, within thirty days instead of having the petition suspended for investigation.

Presidents of the Eastern railroads have signed the petition and it is said that Western presidents will also sign it tomorrow. It is stated that the request is to meet the increased wages paid the men under the Adamson eight-hour law.

While there is nothing official to base the statement upon, it is generally believed here that the Eastern railroads will ask the government's permission to increase rates on an average of at least fifteen per cent, the southern roads ten, and the Western roads the same.

This would mean an increase of twelve and one-half per cent for the whole country, or a cash increase in the total revenue of the railroads of approximately \$325,000,000 a year.

SKIPPER ESCAPES PIRATES AND IS SAFE IN HOLLAND

(Associated Press by Federal Wireless.)
WASHINGTON, March 24 — An official report on the sinking by a submarine German pirate of the American steamship Healdton, Wednesday evening, was received here yesterday from United States Consul Krogh at Rotterdam, the port for which the Healdton was bound from Chester, Pennsylvania, when she was sunk without warning.

According to Consul Krogh's report, the Healdton, carrying a cargo of 600 tons of petroleum and manned by a crew of thirty-nine officers and crew, was torpedoed at eight-fifteen o'clock on the evening of March 21, while twenty-five miles off Texel, Holland. Captain Christy and nineteen members of the crew escaped unharmed in the ship's small boats, in which they had taken refuge after the piratical submarine had sunk the vessel and then abandoned the struggling survivors. One man died in the lifeboat from exposure. The vessel reported. Twenty were reported to have been drowned through the capsizing of one of the boats.

Later advice received here last night said that nine more survivors of the crew had reached port safely. The owner of the Healdton reported to the state department yesterday that the captain and the chief engineer of the vessel were safe. He said that the crew included thirteen Americans. The Healdton, he said, left Bergen, bound for Rotterdam, under instruction to proceed by the "safe" route through the North Sea channel, west of Denmark. The tanker was unarmed, having sailed before President Wilson authorized the arming of merchant vessels.

According to advice received from Amsterdam earlier in the day, the Amsterdam Handelsblad says today that not only six Americans are among the survivors of the American tank steamer Healdton, sunk without warning by a German submarine on her way to Rotterdam and after she was through the North Sea and Channel "forbidden zones."

The Handelsblad says that the U-boat attacked the steamer suddenly while the ship was in the supposed "safety zone." The submarine did not fully emerge in making its attack which was without warning.

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NAVY WILL TAKE OVER WEST INDIES

(Associated Press by Federal Wireless.)

WASHINGTON, March 24 — Naval control of the Danish West Indies, recently purchased from Denmark, has been decided upon by the administration and the navy authorities. It has been decided, according to an announcement yesterday, that steps will be taken to expedite the taking over of the islands, with a view of the United States getting possession before April 17.

FOUNTAIN WORK DELAYED

Owing to the non-arrival of necessary metal from Tokyo, the Japanese fountain under way at Kapiolani Park is not yet complete. Shipment of this metal has been delayed, but it is expected to arrive towards the latter part of April. The foundation of the fountain is laid, and when the metal comes to hand three or four days will suffice to finish the work. Contractors for the job are the Japanese Construction Association, and when finished the fountain will present an imposing sight.

A LIFE SAVER.

It is safe to say that Chamberlain's Colic, Cholera and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestine pains. For sale by all dealers. Benson, Smith & Co., agents for Hawaii.

CZAR AND CZARINA IMPRISONED

All Russia Rejoices At Arrest of Tyrants

(Associated Press by Federal Wireless.)
TSARSKOYE SELO, Russia, March 23 — Nicholas Romanoff, deposed emperor, arrived here today in custody of four members of the duma and was turned over immediately to the commander of the city and taken to Alexanderovskaya palace, where the former emperor is already imprisoned.

To Colonel Kobulinsky, commander, the duma commissioners announced: "Since our mission of handing over the emperor is finished, we go to Petrograd to announce the fact to the duma." All five of the royal children are in bed with measles. Empress Alexandra has been forbidden to use the telephone or telegraph or communicate in any way with the outside world, but otherwise she is not confined. The palace is the favorite summer residence of the imperial family.

NEW RUSSIA TAKES FIRST STEPS TO LIBERATE JEWS

(Associated Press by Federal Wireless.)
LONDON, March 23 — The British, French and Italian ambassadors at Petrograd have officially recognized the Russian provisional government, says a Russian dispatch.

BILLION FOR ALLIES SAYS LAMONT

Uncle Sam Prepared To Lend Needed Cash

(Associated Press by Federal Wireless.)
CHICAGO, March 24 — The United States is in a financial position to aid the Entente allies by advancing them a huge credit, possibly to the extent of a billion dollars, according to a statement made last night by Thomas W. Lamont, a member of the firm of J. P. Morgan & Co., in an address before the bankers of this city.

Such a credit, Lamont said, would be the best aid the United States could give the Allies in their war with the Teutonic allies.

Lamont said the United States is in a state of war with Germany, there is no sign of peace. A panic, indeed, he added, would be an impossibility under present circumstances.

During the past three years, the banker said, the Entente allies have bought in the United States the enormous value of seven and a half billions of dollars in goods. The gold stock in this country today is three billion, one hundred and fifty million dollars.

Senator Shingle Warns Harbor Board To Make Haste Slowly

"Speaking bluntly," Senator Shingle, chairman of the senate ways and means committee, told the board of harbor commissioners last night, "what I want to get through my noodle is this: 'I travel around the islands a good deal and when I see a splendid wharf like that at Kihikihi taking on and putting off a few bags of sugar and a few crates of chickens and now and then a passenger; and when I see a splendid wharf like the Kihikihi wharf at Hilo—I wish to goodness we had it here in Honolulu—which the Matson people won't use and to which the Great Northern went once and doesn't go any more....."

The senator stopped for breath and then went on more emphatically than ever. "When I see things like these," he continued, "I want something that will bind these people hand and foot, before I build another wharf. I don't want to, I'll be hanged if I will, build another wharf that these people won't use."

The joint session of the committee and the board was discussing an item of half a million in the budget of the board for another wharf. In 1910, Charles R. Forbes, chairman of the board, told the committee he had assurances from Captain Matson and from the Inter-Island Steam Navigation Company, that they both would use the new wharf if it was built.

"But have you got anything in black and white?" asked Chairman Shingle of the committee. "The fifth development that anything in black and white existed."

Colonel McCarthy explained the intricate and interesting history of the Kihikihi wharf, built, as the board supposed, to meet the wishes of the Inter-Island, and how it afterward developed that Joseph Sheedy, late general superintendent of the company, computed that it would cost \$1,000,000 to build the wharf, and that the company one thousand extra miles a year, at the rate of five miles additional for every trip, whereupon the company changed its mind and the wharf became merely a handsome monument.

"All right," returned Shingle picking up again where he had left off, "that explains Kihikihi, and we all know about Kihikihi wharf. Now don't you venture to think you ought to get something definite, something in black and white, from Mr. Inter-Island and the rest of them before you spend half a million, so you won't become the laughing stock of the Territory? We don't want any more such fancies."

There followed a discussion of the whys and wherefores of the investment in and revenue from Kihikihi wharf. "It comes down to this," said Colonel McCarthy, the territorial treasurer, summarizing the talk, "that Captain Matson won't use Kihikihi wharf because if he does, it will abolish the Matson lighterage service at Hilo, which he owns personally, and that the captain's stand has scared off the Great Northern. Captain Ahman of the Great Northern doesn't want to take the responsibility of a decision counter to Captain Matson's."

Chairman Shingle wanted figures, dollars and cents. "The clerk of the board produced them, showing that for the last biennial period, the wharf had earned only a round thousand on an investment of \$325,000, but that, since the Inter-Island wharf had been completed, Kihikihi wharf had taken in \$633,319 gross receipts in the six months from June last to January 1, and was now earning more than that."

After a little arithmetic, Senator Shingle and Senator Baldwin computed that it would have to earn \$338,000 a year before it paid interest and sinking fund charges, let alone dividends.

"Well," said Chairman Shingle deliberately, "I'd a good deal rather vote \$225,000 for a new wharf at Lahaina."

And yet, on deliberation, the Lahaina item in the budget of the harbor board didn't meet unqualified approval. Commissioner Church said frankly that the appropriation would have to be considered more as a measure of safety and protection of life than a revenue producer. Chairman Shingle didn't see how the legislature, faced as it is with demands that stretch the revenue of the Territory to the breaking point, could be induced to appropriate \$225,000 for anything at all that didn't promise to produce some income.

"Admittedly something had to be done for Lahaina, but what? Some humbug, the chairman had heard, believed if a channel were blasted in the reef and the wharf pushed out, not 1000 feet as proposed, but to a point beyond the bad spot where the rollers break, that would be enough. Senator Baldwin had heard it argued by old salts that if the wharf were extended to the longer proposed, the first kona would batter it to bits. The heavy swell, thrown upward by the substructure, these authorities held, would rear and charge down upon the superstructure, buffeting it to finders.

No definite decision was reached, but it seems to be the sense of the meeting, although an appropriation for Lahaina undoubtedly would be made, probably it would not cover plans so ambitious as those proposed by the board of harbor commissioners.

MYSTERY SHROUDS DEATH OF KOREAN

Police Unable To Find Out Just How Old Man Came To His End

(Associated Press by Federal Wireless.)
AT THE time of the occurrence E. Garcia, driver of a milk-wagon, was arrested and held for investigation on suspicion of having run down the Korean, who was later released.

An autopsy on the body of deceased will be held this morning.

Garcia was driving his wagon to Kailua and felt a jolt. On looking back he saw a man lying prostrate in the roadway. Bystanders said that he had been hit by a motorcycle and left lying where he was struck.

At the emergency hospital the injured was found to be in a bad way; he was apparently bleeding from the lungs and a wound on his head indicated fracture of the skull. He was removed to Queen's Hospital where it was found that the blood coming from his mouth resulted from the tip of his tongue having been bitten off.

Don Tili was a cane-planter at Waipahu and later completed his last contract deposited \$175 with a Japanese storekeeper at Waipahu, which money has been turned over to the Japanese consul by the man to whom it was entrusted.

Deceased lived at a small Korean hotel on River Street, and went out on Tuesday night to purchase some bananas. As he had not returned the next morning a friend called at the police station, and, going to the hospital, identified the Korean.

The dead man had been sick for some time prior to the accident and intended returning to his native country with the money he had made on his last contract.

The police have questioned a number of people residing in the vicinity of the place where the Korean was found, but have been unable to find a clue indicating how he came by the injuries which resulted in his death. This is the more remarkable on account of the neighborhood being much frequented in the early part of the evening, and well-lighted.

BEREAVED MOTHER SEEKS TO END LIFE

Crazed with grief because her two little children had been taken from her by order of the court, Katherine Bukowsky, a pretty twenty-one-year-old Russian woman, attempted to end her life by swallowing the contents of a bottle of iodine early last night in a house in Dowsett Lane.

The suffering woman was taken to the police station in the ambulance and given first aid in the emergency hospital. Later in the evening she had recovered sufficiently to be permitted to return to her home.

The last words that the young woman uttered as she left the station was that she would surely kill herself unless her children were restored to her.

Katherine recently obtained a divorce from her husband who was ordered to pay her \$25 a month alimony. She was given charge of her children. Superintendent Rath of the Palama Settlement has kept a watch on the woman and came to the conclusion that she was neglecting her children. She is also said to have been keeping company with various men. Rath reported the matter to the judge of the juvenile court, with the result that the court yesterday issued an order that the children should be taken away from her keeping.

COUNTY ENGINEER BUSILY REPAIRING STORM DAMAGE

With City Engineer Collins on the ground for the last two days giving his personal attention to the repairs to roads and bridges on the windward side of the island damaged by the recent storms, rapid progress is being made. Already it is possible to make the trip around the island although the roads on the windward side are still in bad condition. The hundred foot bridge beyond Kaneohe, made necessary by the washing out of a large section of the belt road, is now ready for traffic. Estimates have been obtained for the erection of new bridges at Kailua and Waimanalo and work will start at once. Employees of the city road department are working night and day on the other side of the island and in the city work is being also rushed.

The worst damage done to the Makiki line has been repaired and the repairs to the Makiki ditch near Anna Street, which was also badly damaged, will begin soon.

LANDS COMMITTEE FAVORS PUUKAPU HOMESTEAD ROAD

The public lands and internal improvements committee of the house of representatives yesterday looked with favor on Lyman's bill appropriating eighteen thousand dollars out of the fund available for homestead roads, to build and recommended its passage. The bill will be on third reading this morning.

Section 2 of the measure was amended by the committee so as to read as follows: "The said road is to begin at the completed portion of road through the Puukapu Homesteads (South Kohala), near the two-mile post and run thence through the Puukapu Homesteads to the Kamuela postoffice and is to be constructed with an asphalt macadam type of pavement on a hand-laid sub-base, twelve feet wide, and approximately 9700 feet long."

The evidence showed that defendant's alleged offense was committed in the harbor of Barotonga and that the ringleader in the mutiny, the mate of the schooner Luka, deserted that vessel at Fanning Island.

TEUTONS STILL FALLING BACK BEFORE BLOWS OF THE ALLIES

French and British Armies On the Western Front Report Slow Progress, With Von Hindenburg's 'Masterstroke' Unstruck

GERMAN VANDALS TURN LOOSE WATERS INTO OISE VALLEY

People Made Homeless By Floods In Depths of Winter, the Better To Check the Advance of the Men Under Nivelle's Command

(Associated Press by Federal Wireless.)

NEW YORK, March 24 — Stubbornly retreating in the face of the determined pounding of the French and British armies, the Germans on the West Front yesterday lost fresh miles of ground, as the long famous Noyon salient disappeared, flattened out by the Entente pressure.

But the gains of the Allies were not made without effort, and Paris reported last night that the retreating Teutons are continuing their work of destruction as they fall back, and that among the other acts of vandalism of which they were guilty was the breaking down of the Oise River dam, letting loose upon the fertile valley of that river the floods that had been stored therein. At the same time they cut the banks of the canals, allowing their waters to aid in the inundation of the whole valley, forcing out the inhabitants, who, French-like, have clung to their homes during the long horror of German occupation.

La Fere, taken from the French before the Battle of the Marne and held by the Germans ever since, and by them turned into one of the strong holds with which they sprinkled the captured territory of France has been flooded by this last act of the invaders, and is now partly under water.

But despite this the French are continuing their advance south of the River Oise, and officially reported last night that they have driven the Germans back an additional one and a half to two and a half miles in different places along their battle front, while taking the important heights north-east of Tergnier. Their chief gains have been made to the northeast of the Saint Quentin canal.

North of Soissons the poils are pressing the Teutons back in the direction of Margival, but are reported to be meeting with stubborn and increasingly effective resistance from the retreating foes.

The British have been less successful in the last twenty-four hours, the official communique from London last night announcing that British patrols have encountered German detachments on a general line between Beuvrin and Etrelles.

ALLEGED MUTINEER DISCHARGED BY COURT

In the federal court yesterday afternoon Nicholas Delia, a Filipino, charged with insubordination on the high seas, was given a preliminary hearing before United States Commissioner Curry. Defendant was discharged, failure to prove that the alleged offense had been committed on the high seas being the reason for this action.

The evidence showed that defendant's alleged offense was committed in the harbor of Barotonga and that the ringleader in the mutiny, the mate of the schooner Luka, deserted that vessel at Fanning Island.

FISHERMAN'S WHARF APPROPRIATION CUT

Fishermen's wharf on the Ala Moana, for the construction of which a channel leading to it the board of harbor commissioners proposed an appropriation of \$60,000, was stricken from the budget of that body last night, at a joint session of the board and the senate ways and means committee.

Chairman Shingle told the committee that, in the first place, the sampan owners didn't want to go there and, in the second place, that he had reliable information to the effect that a harbor would shortly be provided for them in Kailua-kai, by private enterprise.

CLEAN OFF SIBERIA'S CARGO IN TWO DAYS

Having the entire local cargo of the Toyo Kisen Kaisha liner Siberia Maru off the wharf almost within two days after the issuance of general orders, the customs inspectors in charge at Pier 7 have a record to their credit. The wharf will be clean today, only a few packages of the heavier freight remaining last night. The Siberia deposited over thirteen hundred tons on the wharf, the general orders being issued on Thursday morning. Three to four days is a fair average for cleaning up a cargo of this size. The wharf is badly needed next week for another heavy Oriental cargo.